

Strategic Corridor Planning

6th Access Management Conference
Park City, UT

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Trafmetrics, Inc.
Heber, UT

Trafmetrics, Inc.

Workshop Outline

- ***Why a Strategic Plan***
- ***Planning Corridor Access Points***
- ***How UDOT Does It***
- ***Case Study: US-40/SR-189***
- ***Your Turn At It***
- ***Current UDOT Actions on Corridor***

“Fail To Plan, Plan To Fail”



“Fail To Plan, Plan To Fail”

- Function
- Development Pressures
- Intersection Con



University Pkwy, Orem, UT ADT: 39,000

“Fail To Plan, Plan To Fail”

- Long-Term Vision
- Intersection Control & Design



Bangerter Hgwy, UT ADT: 58,000

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“Fail To Plan, Plan To Fail”

- Long-Term Vision
- Function
- Access Control



Kimball Junction, UT ADT: 30,000

Why A Strategic Plan

“An organization needs a strategic plan to make decisions today that will give the flexibility to make the right decisions in the future which you don't know about”

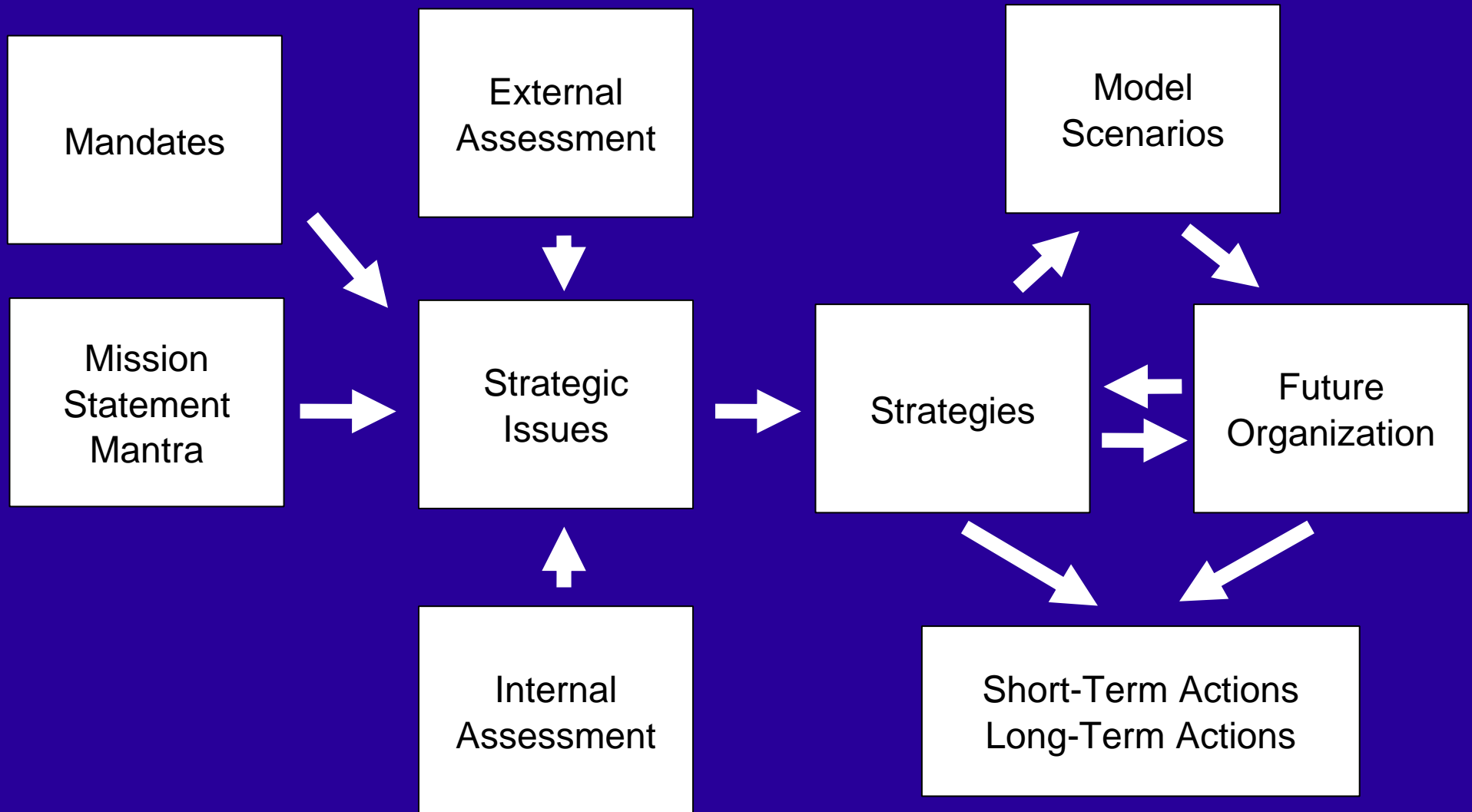
Peter Drucker

Why A Strategic Plan

- *“I skate to where I think the puck will be”*

Wayne Gretzky

Components of a Strategic Plan



Mission Statements

- **Speed, Flexibility**
- **Mantras - Guiding Principal**
 - **Wal-mart: “Everyday Low Prices”**
 - **FedEx: “Absolutely, Positively Overnight”**
 - **United: “Fly The Friendly Skies”**
 - **Trafmetrics: “Planning Transportation Smarter, Faster, Better”**

External Assessment

- **SWOT**
 - Strength, Weakness, Opportunities, Threats
- **Political Trends**
- **Economic Trends**
- **Technical Trends**

Internal Assessment

- Resources
 - Personnel
 - Budget, Facilities
- Present Strategies
- Performance

Strategic Issues

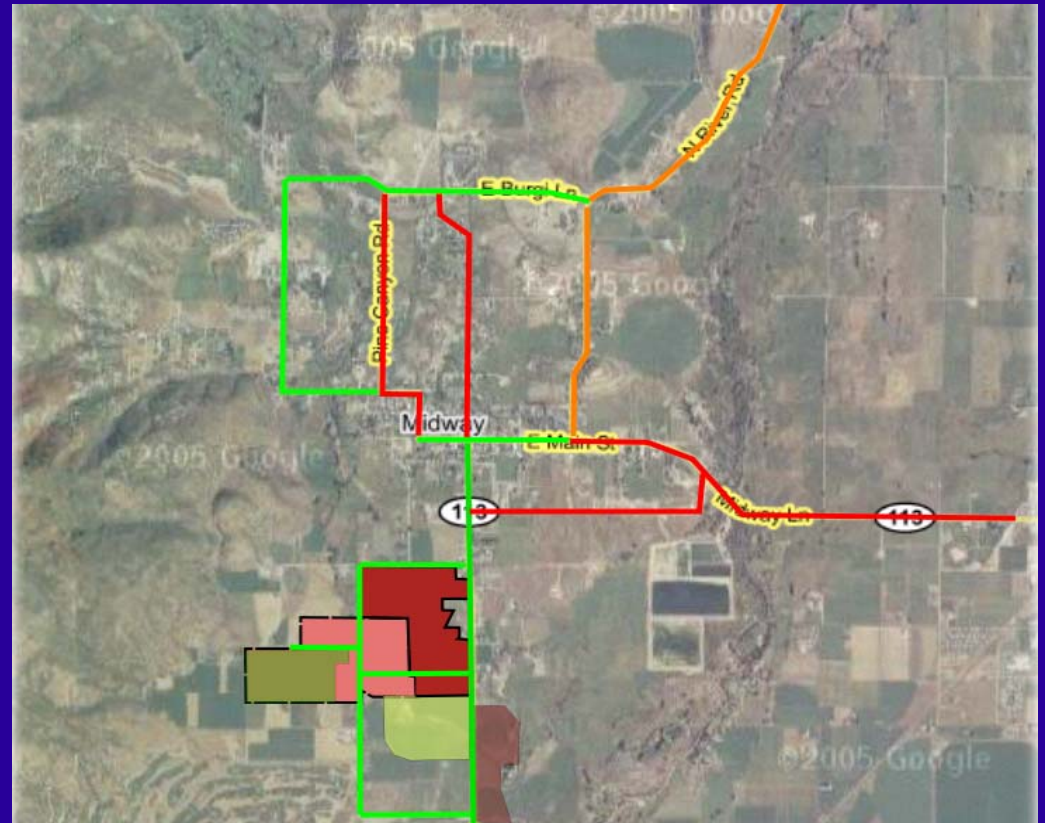
- Tie to DOT Goals
 - Safety
 - Efficient Travel
 - Provide Traveler Info
 - Work w/ Other Govt. Agencies
 - Customer Svc.



Main St Heber, UT ADT: 17,000

Model Scenarios

- Sketch-Level
 - Concept Analysis
 - Rules of Thumb
- Detail Level
 - Corsim, Vissim 3D



Future Organization

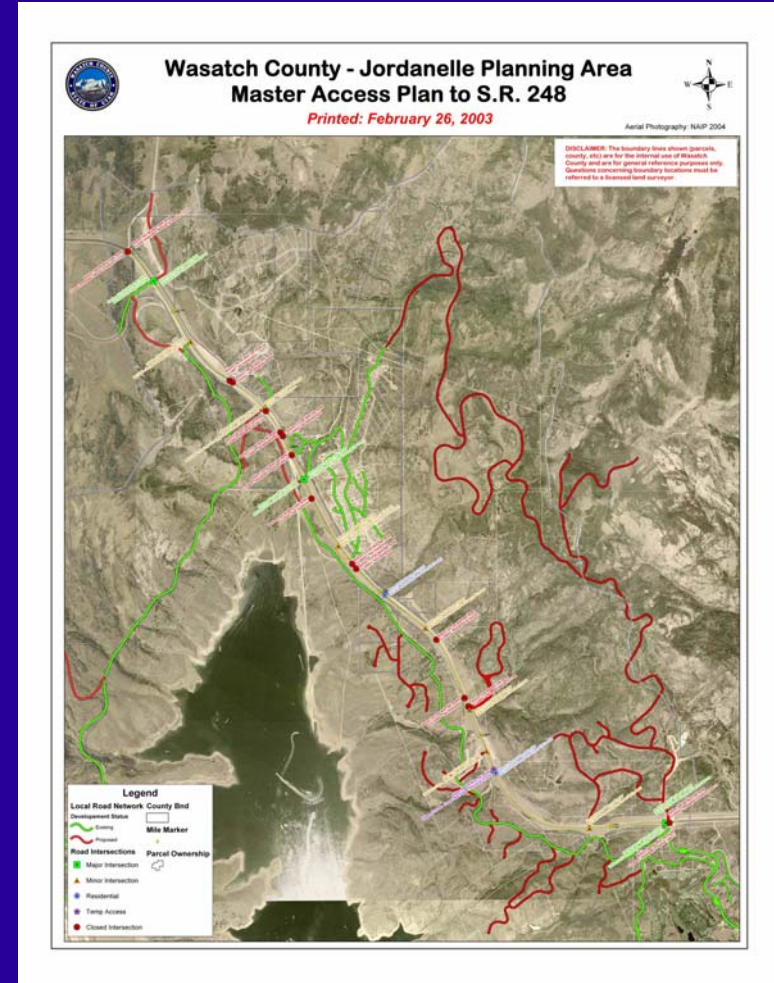
- DOT Organization
- Road Ownership
 - Sustainable Network
 - Privatization



Northwest Pkwy, CO ADT: ?

Short/Long-Term Actions

- Access Plan
- Improvements
- Realignment
- Zoning Agreements between DOT & Local Govt.



Frequent Mistakes

- Launching Full Scale Actions w/o Testing
- Righteous Arrogance
- Going With “What Everyone Knows”
 - Usually This is 20 Years Old
- Patching Up Failing Strategies
- Implementing



Bangerter Hgwy, UT ADT: 50,000

Winning Strategies

- Learn From Mistakes
- Alternative Analysis:
What's Creating The
Congestion ?
- Do What You Believe In
- Follow The Opportunities,
Needs
- *“Kaizen”*



Lynchburg, VA

The Corridor 15

Access Planning Techniques

- ***Concept Time is Critical***
- ***Form Follows Function (Pk City)***
- ***Flyovers***
- ***View Corridors***
- ***Urban Boundary Creep***



The Corridor 15

- ***Driveway Consolidation***
- ***Eliminate Angle Intersections***
- ***ROW for Future Overpasses***
- ***Frontage, Back, Parallel Collectors***
- ***Back Collectors***



The Corridor 15

- ***Accommodate Multi-Modal
(ped,bike,rail)***
- ***Eliminate Offsets***
- ***Eliminate Vertical Curves***
- ***Median Design &
Crossover Spacing***
- ***ByPasses –
Lynchburg, Garden City,
Heber, Nephi***



UDOT Corridor Studies

- **Level I – Some Public Involve, Data mining Concept**
 - preserving
 - safety
 - sketch analysis
- **Minimum: have local govt maintain cross sections, std access (½ mi sig, ...**

1 US-40 between SR-32 and Heber City (Level 1 Analysis)

EXISTING



This three-mile section of the US 40 corridor is functionally classified as Rural Other Principal Arterial. It was reconstructed and widened to four lanes in 1998. Shoulder widths were brought to current standards and accommodate disabled vehicles and

US-40



VISION

commuter cyclists. The median is currently a two-way continuous left-turn lane and the corridor's speed limit is 55 mph. This section of US-40 is unique in that it connects a northern 65-mph, limited-access freeway section to Heber City's Main Street section to the south, which operates at 35 mph.

UDOT Corridor Studies

- **Level II**
 - **Alternative analysis**
 - **Public involvement**
 - **Some environ. issues**
 - **recommendations**
 - **Leading to STIP**

UDOT Region 3 is currently producing an Environmental Assessment for a proposed interchange for the SR-32/River Road intersection. A signal was installed at this intersection before the 2002 Winter Olympic Games to service traffic going to cross-country events at Soldier Hollow. The signal is operating below capacity, but does present safety concerns due to the fact that the north and east approaches have a significant down grade. The safety and operation of this intersection will be closely monitored to determine its best configuration.

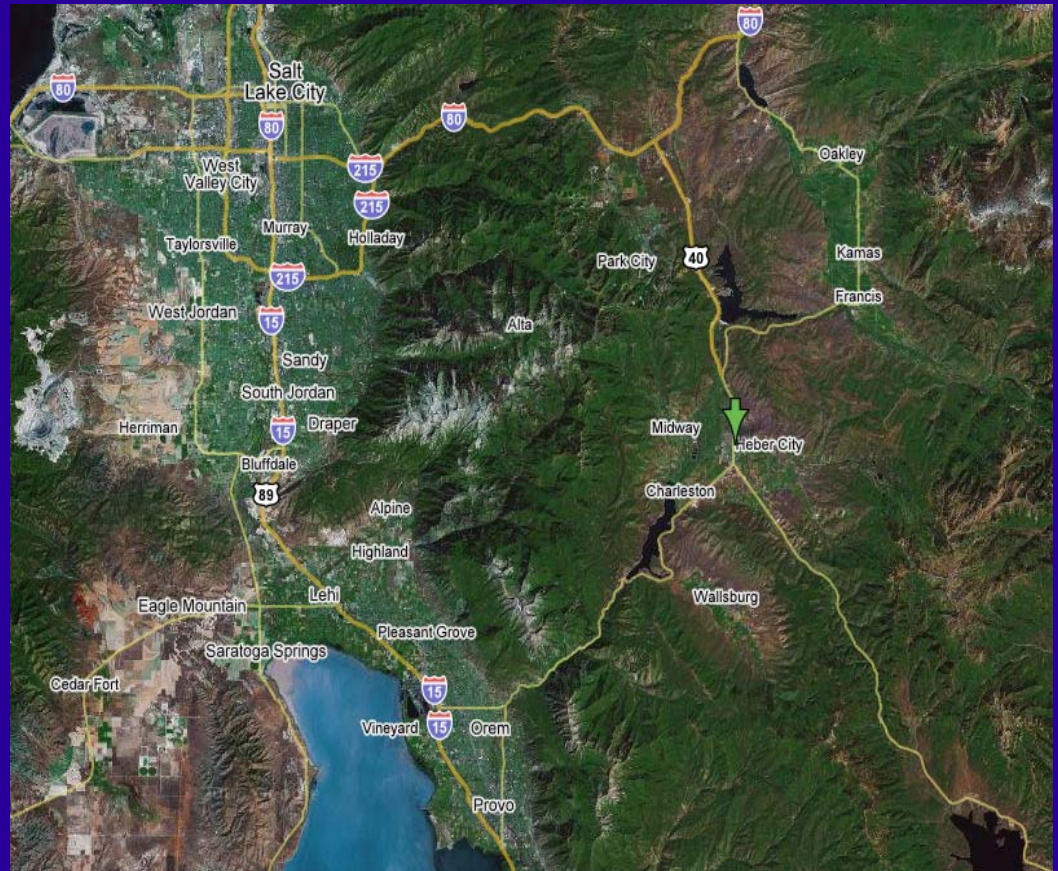
Many developments are planned along the east side of the corridor, including a satellite campus for Utah Valley State College. These developments will add driveways and a significant amount of traffic to the highway. UDOT's Planning Section facilitated meetings with Wasatch County, city mayors, and other local government officials to discuss this corridor's future. These discussions showed overwhelming support for maintaining the highway as a high-speed, high-capacity facility. Access control through the corridor will play a major role in maintaining its capacity and safety. Future corridor planning will focus on consolidating driveways, improving safety, and strategically locating driveways. The projected needs of local bicyclists and pedestrians will need to be part of those discussions.

UDOT Corridor Studies

- **STIP**
 - preliminary engr
 - construction

Case Study: US-40, SR-189

- Cut-Thru I-15 South - I-80 East
- Context of System - Analysis & Importance
- Future: Oil & Gas Development

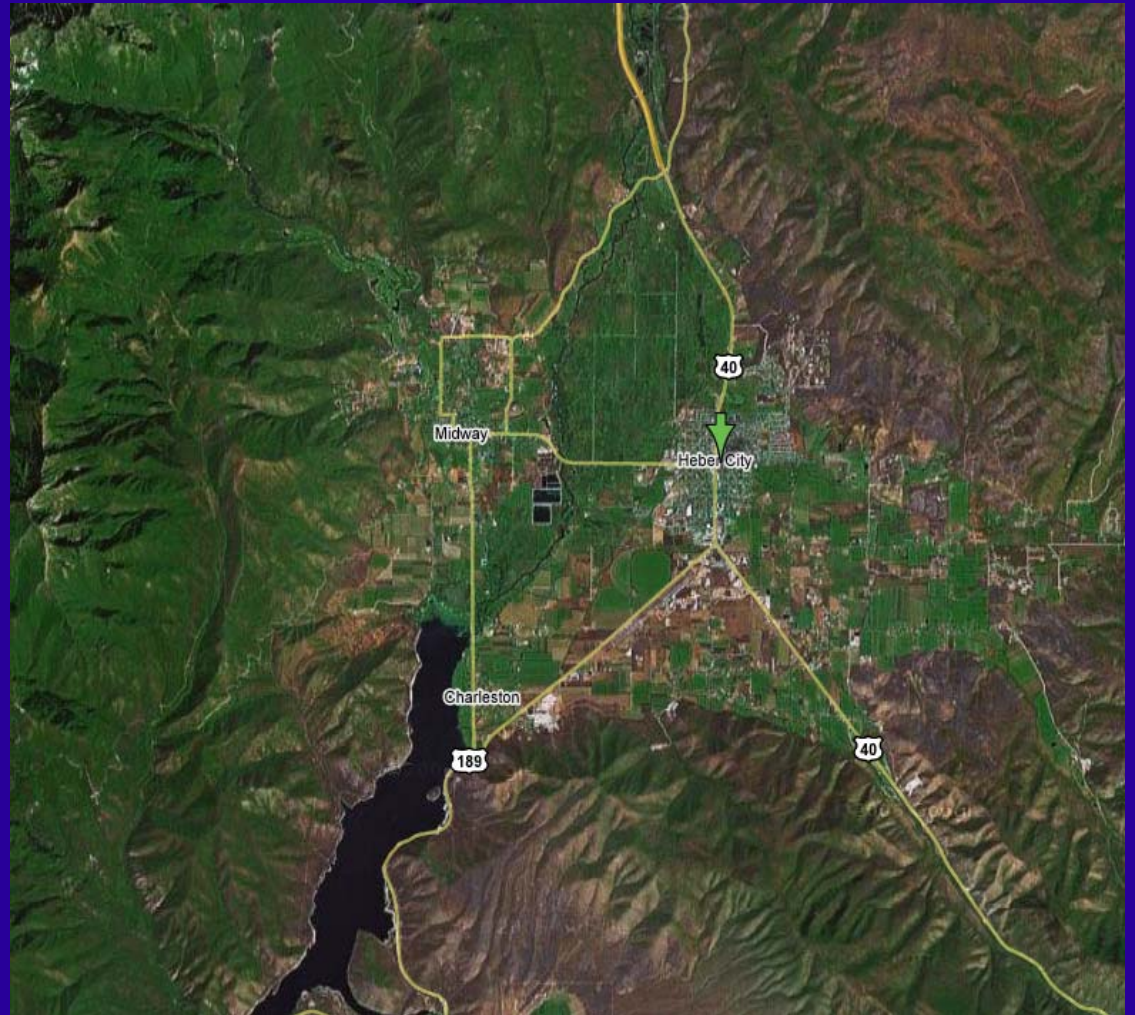


- **Major Land Developments**



Case Study: US-40, SR-189

- **Missing Link:
Segment
Between
Limited Access**



Case Study: US-40, SR-189

- **US-40
Mayflower
Interchange**



US-40 Mayflower, UT ADT: 18,000

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Case Study: US-40, SR-189

- **US-40
Transition at
River Road**



US-40 River Rd, UT ADT: 18,000

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Case Study: US-40, SR-189

- North Side of Heber Valley



US-40 North of Heber, UT ADT: 16,000

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Case Study: US-40, SR-189

- Heber CBD



US-40 Heber, UT ADT: 18,000

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Case Study: US-40, SR-189

- **Heber South**
 - **Wal-Mart Plans**



Case Study: US-40, SR-189

- **Heber South**
 - **Airport**



SR-189 Heber Airport, UT ADT: 10,000

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Case Study: US-40, SR-189

- **Deer Creek Reservoir**



SR-189, Charleston, UT ADT: 10,000

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Case Study: US-40, SR-189

- Sundance**

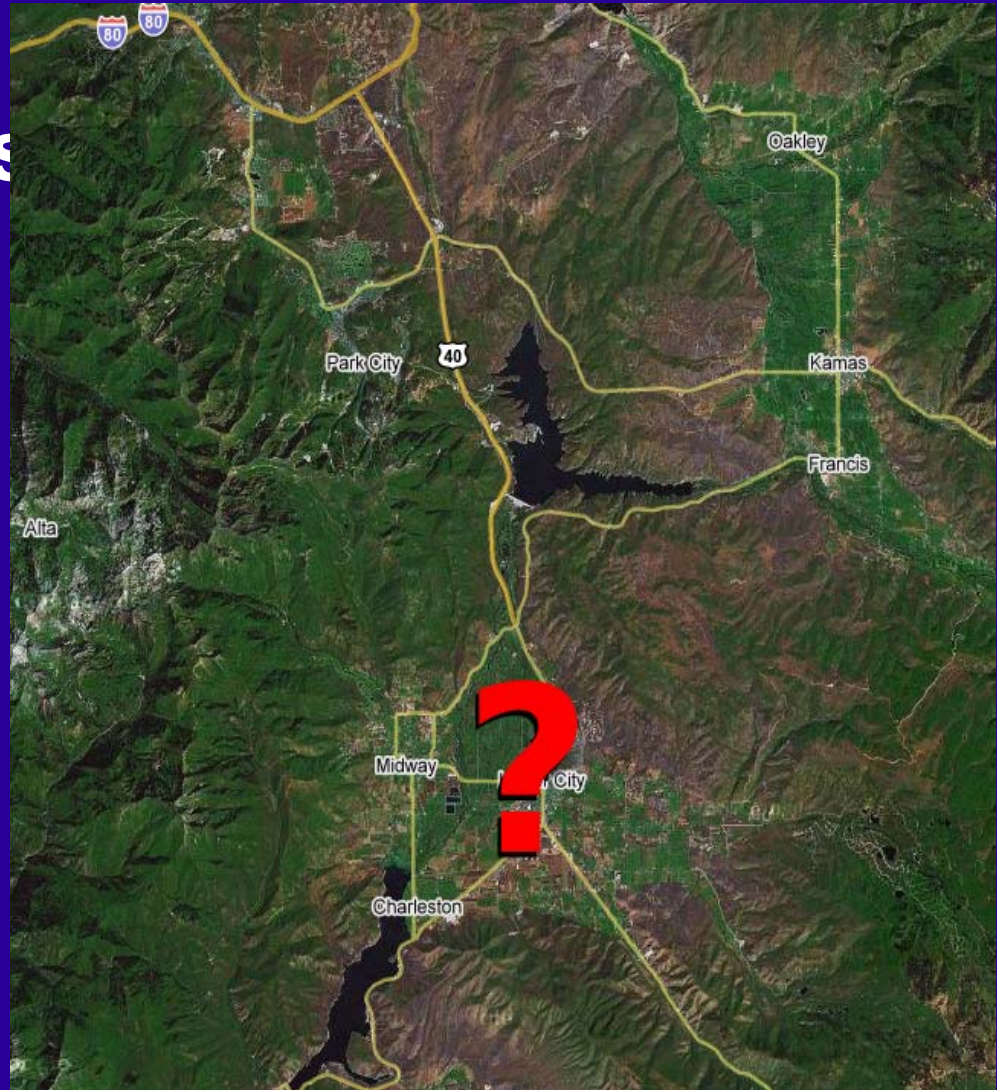


SR-189, Sundance, UT ADT: 12,000

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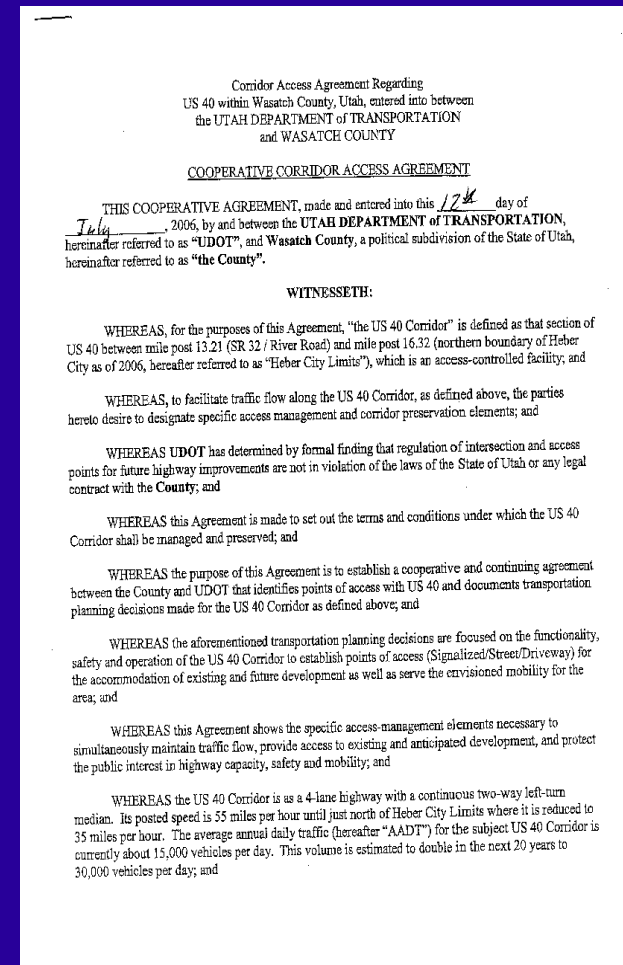
Your Solution

- Divide into Groups
- 15 mins
- List Plans



What UDOT Has Done

- New Access Agreement

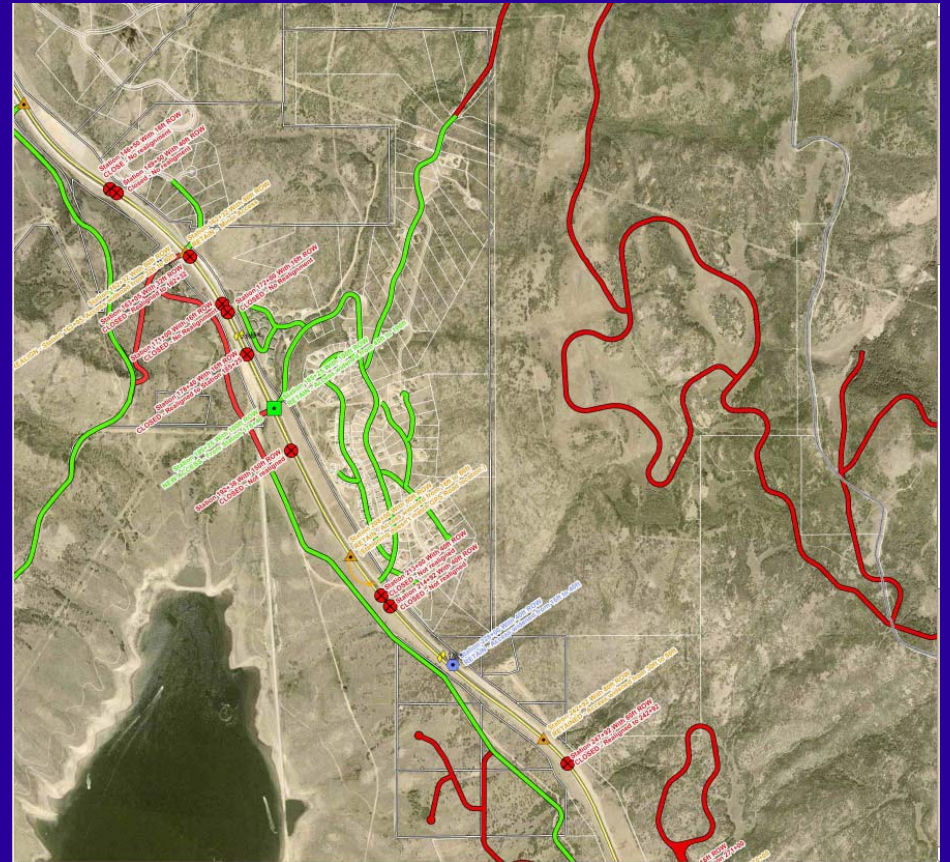


Current Status

- Set up RPO
 - Built Model
- County \$10 Fee For ROW Purchase
- Latest Route Plan
- Purpose & need



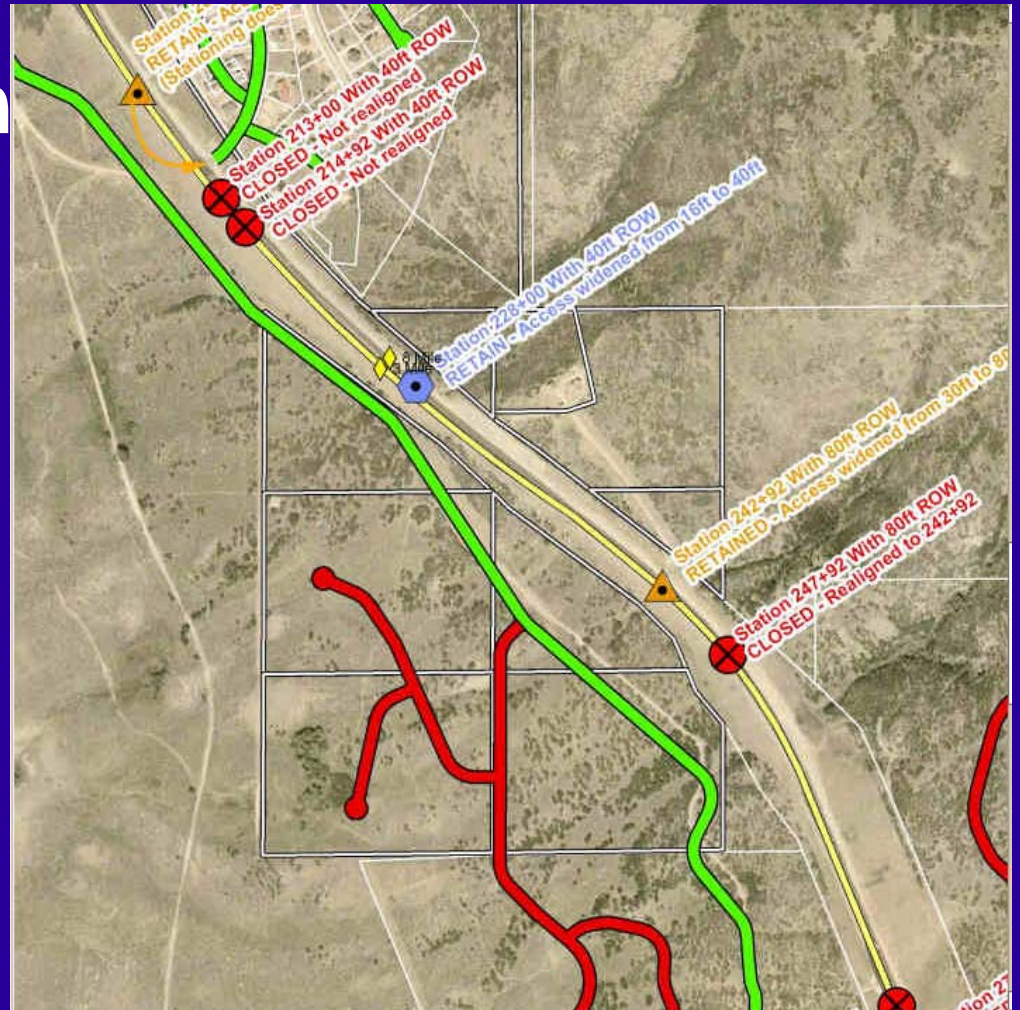
• SR-248 Access Plan



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What UDOT Has Done

- SR-248 Access Plan
 - Detail



***“Our Strategic Plan Is To
Do Something”***

Herb Kellerher, Southwest Air

Trafmetrics, Inc.

Questions ?

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